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PER DOZ. QUARTS... \$8.00  
" " PINTS... 4.50  
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12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

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DRY IMPERIAL  
GOLD FOIL.  
VINTAGES 1893 & 1898  
PER CASE QUARTS \$57.00  
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[a1342]

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Distillations of the  
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\$2.70 per bag 250 lbs. net ex Factory.  
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Hongkong, 1st March, 1905. [a1412]

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Hongkong, 12th July, 1905. [133]

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**THE latest Method of the AMERICAN  
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TERMS VERY MODERATE.  
Consultation Free.  
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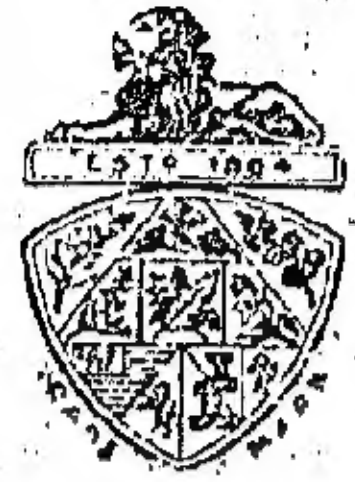
**AUTOMATIC MAUSER  
PISTOLS.**  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGE S  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 3rd October, 1905. 52

**A. LING & CO.,  
FURNITURE STORE.**  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LACQUERED WARE.  
64, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1905. [222]

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MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
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No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905. [1682]

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**POMMERY & GRENÔ,** Sec. extra Sec and Mature, in Magnums,  
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**GIESLER,** Very Dry, in bottles and 1 bottles.  
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15, QUEEN'S ROAD CENTRAL. [a37]

Hongkong, 3rd August, 1905.

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Stop drinking rank, Smoky Stuff, because "it comes through the Soda."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
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HAVE NOW REMOVED TO THEIR

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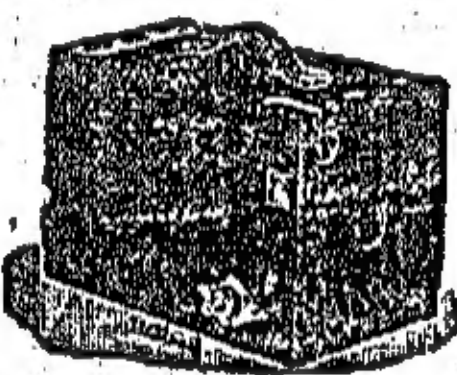
Hongkong, 5th September, 1905. [a36]

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Hongkong, 15th August, 1904. [a39]

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FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

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CHEMISTS AND DRUGGISTS.

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AERATED WATER MANUFACTURERS.

(Crown Brand.)

APOTHECARIES HALL, HONGKONG. [a38]

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Hongkong, 16th August, 1905. [1905]

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STRATION.  
BESTISH STANDARD, ETC., WRITING BLOCKS.  
THE BLACKENSDERPEE TYPEWRITER. [a35]

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131 Bedrooms.

Elegantly Furnished Reception Rooms.

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Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

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Matron in attendance.

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A. F. DAVIES,  
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Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hote as separate tables.

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Hongkong, 24th July, 1905. [a1729]

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

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throughout.

Special Rates for Tourists.

Launch Service for Guests.

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Hongkong, 31st October, 1902. [a4]

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No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the

Club Hotel, and the Waverley Hotel

have been thoroughly renovated and furnished

in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the

Cuisine a specialty.

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Hongkong, 7th October, 1904. [94]

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MACAO.

HAS been re-opened under European

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All comforts of a home.

A most pleasant retreat for those desirous of

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Comfortable accommodation for travellers

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Macao is 41 miles south-west of Hongkong

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Canton, give easy communication with both

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Cable Address—"BOA VISTA."

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MANAGER.  
[a241]

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On the British Concession.

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In the Centre of the Praya Grande.

Both Hotels under experienced European

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Proprietor. [a2035]

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CARTRIDGES 8, 10, 12-16, and 20 BORE

in all NEWCASTLE CHILLED SHOT in

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AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong 28th November, 1902. 100



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LIMITED.

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WATER  
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ON THE MOST SCIENTIFIC PRINCIPLES.THE MACHINERY employed is of latest  
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PURITY.ENGLISH  
EXPERTSManage our Factories, and their practical  
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to produce waters of unrivalled excellence and  
purity.A. S. WATSON & CO.  
LIMITED.Chemists by Appointment to H. E. the  
Governor.

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dresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications should be  
accepted, unless they are accompanied by a note  
stating that the Editor is to be held responsible for  
their contents. On days of publication, after that  
hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: P. O. Box 35, Telephone No. 12.

## BIRTH.

On 27th August, at "Elm Cottage," Hong-  
kong, to Mr. and Mrs. WILLIAM STANLEY ALLEN,  
a daughter.

HONGKONG OFFICE: 10A, DES VOGES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 6th, 1905.

WHILE attention has been directed very  
forcibly to the overthrow of the balance of  
power in Europe consequent upon the with-  
drawal, at all events for a time, of Russian  
influence as one of the Great Nations, com-  
paratively little has been said upon the  
equally important effect which has been  
produced by recent events upon the balance  
of Power in the Far East, from the same  
cause. The change in the political  
position is, however, even more marked in  
these parts than in Europe. As long as  
Russia threatened the integrity of China  
and the safety of Japan, and it was doubt-  
ful whether she would be able to carry her  
threats into execution, the possibility of this  
contingency being realised was that to  
which the attention of statesmen both in  
China and Japan was mainly directed. It  
being, however, now shown that such  
aspirations will have to be abandoned, the  
whole aspect of political matters is changed,  
and the dominant factor for consideration  
is no longer Russia, but (as it would appear  
at first sight) Japan. It is not surprising  
that the idea should have entered the minds  
of some of her statesmen, that the interests  
of Russia could be best furthered by some  
sort of an alliance with Japan. If she  
could not push her policy of advance to-  
wards China without the concurrence of  
Japan, there might still be a hope that she  
might come to an understanding with that  
country which would leave her a free hand,  
so far as China was concerned, provided

this did not form a menace to Japan her-  
self. The idea is certainly worthy of the  
ingenuity and persistence which have  
always characterised Russian diplomacy.  
The only pity is that in some modified  
form, this same idea was not acted upon  
before the war, when it might have had the  
effect of preventing the outbreak of  
hostilities. In effect it would have  
amounted to nothing more than that  
Russia would have fallen into line, not  
only with Japan, but also with European  
nations; in other words, to her agreeing  
formally to do what she had always pro-  
mised, namely to respect the integrity of  
China, evacuate Manchuria, and rest con-  
tent with the position she could legitimately  
claim in her own territories. This is really  
all that Japan ever demanded of her, and it  
is the least that is necessary for the main-  
tenance of peace in the Far East. It may,  
of course, suit Russian amour propre to  
represent that in coming to some such  
understanding with Japan, she was entering  
into a species of alliance with that country  
instead of yielding to terms which the latter  
might dictate. Fine distinctions of this  
kind seem to have an enormous charm for  
the Russians; but they can have very little  
effect upon the practical bearing of political  
events. An alliance between Russia and  
Japan, whatever form it may take in theory,  
can only mean an agreement on the part of  
Russia to give up an aggressive policy so  
far as China is concerned. The Japanese  
are far too astute to do anything that would  
assist Russia in that direction; and they  
have had too much experience of what  
Russian good faith amounts to, to think of  
coming to any agreement with her, which  
would leave the door open for a renewal  
of Russian attempts at aggrandisement. The  
events of the war must have had the effect  
of drawing Japan and China more closely  
together as being concerned in withstanding  
a common enemy; and at the present  
time Japan would undoubtedly be more  
benefited by an alliance with China than by  
one with Russia. It is further not likely that  
Japan will overlook the great advantages,  
moral and material, which she has derived  
from her being at one with Great Britain  
and the United States in the policy which  
she has followed now for many years  
past; and it may be assumed that this  
consideration has weighed with her in re-  
spect to the understanding that she  
has come to with Russia. Japan has not  
any desire for conquest in China, nor is she  
anxious to extend her dominion further  
than is absolutely necessary for her own  
security. There is, therefore, no real benefit  
she can derive from Russia beyond that of  
being left alone.

The effect of the war has no doubt been  
to change the balance of power in the  
Far East to the extent of making Japan the  
dominant factor; but it will not have the  
effect of changing the chief seat of Far  
Eastern diplomacy which will continue to  
be at Peking and not at Tokyo. In respect  
to matters of general policy affecting the  
integrity and the future policy of China  
Japan will, there is every reason to believe,  
continue to be at one with the European  
Powers and the United States; and will be  
far less clear headed than she has all along  
shown herself, if she does not fully realise  
that her true interests lie in this direction  
and not in the direction of any special  
understanding with any one Power, to run  
together in a direction counter to the  
views of the others. Such a policy would  
unquestionably defeat its own ends, by the  
amount of opposition which it would  
necessarily draw against it. At the present  
time the United States have as large an  
interest in affairs in the East as any other  
nation; and it may be taken as certain that  
they would use all their influence with the  
Japanese to prevent their becoming  
entangled with Russian schemes, contrary  
to American interests in common with  
those of other foreign nations, and more  
especially of Great Britain. Russia's true  
policy is now precisely what it was before  
the war, had she only been sufficiently well-  
advised to have perceived it—that is to be  
content with the possessions she legitimately  
has, and work loyally with Japan and  
foreign nations for the maintenance of peace  
and the furtherance of their common  
interests in the East.

Our feminine readers will find something of  
special interest on page 5 to-day.

The Gaiety Stars have arranged a change  
of programme for to-night. New songs,  
new dances and new pictures are introduced.

The Korea Daily News mentions the fact  
that the "British gold mines at Ap-unson  
(Gwendoline)" have "pettered out" and will  
no longer pay for working by Foreign  
methods.

The *Kwangyang*, which arrived on Monday  
from Shanghai, reports having picked up three  
survivors from a junk which was wrecked in the  
typhoon.

As might have been expected, the August  
number of *The Fleet* is full of the *entente  
cordiale*. British tars were recommended to  
carry this particular copy about with them  
during the French visit, because it gave a page  
of phrases with which they were to converse  
with their Gallic guests. They were, for  
instance, advised to say "for sh'ral vapor"  
when they wished to mention horse-power; and  
"l'offensive kommandangdong" was what  
they were advised to call the "Owner." To  
which other readers, taking the one, would  
probably say "for maing ray' jouce."

The *Globe* gives the following item of  
"news":—At the parade of a Russian regiment  
at Novo Alexandra, a "regrettable incident"  
has occurred. A general announced to the  
troops that they had been ordered to the front,  
adding casually that he would be unable to  
accompany them. He appears to have had some  
other engagement, or perhaps merely thought  
his absence would be the greatest possible benefit  
to the army. A soldier was discontented  
enough, however, to call out "Coward!" The  
general, of course, fired, killing one man, and  
then aimed at another. He missed him (which  
was natural enough, being a Russian officer)  
and killed a company commander. The  
regiment then, in a moment of annoyance,  
seized the general and tore him to pieces.  
Other regiments were ordered up to punish  
this slight dereliction of duty, and thirty  
Cossacks and another general were slaughtered,  
so the affair ended happily.

The *Stage* says:—The lot of the company  
of Japanese artists who have lately been  
touring the provinces in the native drama,  
*The Geisha's Revenge*, has not been very  
happy, and certainly cannot be inspiring to any  
of their fellow artists who may be looking upon  
their efforts in this country as the forerunner  
of further expansion—this time in the artistic  
line. They opened their tour on June 26 at  
Cardiff, but previously to this they had spent a  
long time in Portsmouth rehearsing and pre-  
paring their scenery and properties. Their  
first blow came in the death of their financial  
manager, and eventually, through general lack  
of support at the places they visited, they found  
themselves in very straitened circumstances.  
They were appearing a fortnight ago in York,  
when fêtes were organised to help them and a  
public appeal was made for subscriptions to  
enable them to satisfy the claims against them.  
The company, thus relieved of their embarrass-  
ments, further tried their success at Hull for a  
week, and they have now been brought back  
to York again by Mr. P. H. Barrow, the acting  
manager at the Royal, who has taken them in  
hand, and seen they are lodged and fed pending  
some definite arrangements.

## VICTIMS OF THE TYPHOON.

## JUNK FOUNDERS OFF KEBEO.

Another tale of the destruction wrought by  
the recent typhoon was furnished by the three  
Chinese sailors who were on Monday landed  
from the s.s. *Thaka* and conveyed to the Tung  
Wa Hospital. The three men belonged to a  
Chinese coasting junk, whose crew originally  
numbered four. When they encountered the  
typhoon, they saw the probability of their craft  
foundering, and getting some spars and beams  
together, they constructed a raft. The junk  
filled and sank, and one of the men was  
drowned. The survivors were exposed on the  
raft for 24 hours before they were picked up,  
about seven miles south east of the island of  
Kebao, by the *Thaka*. It was fortunate for  
them that the captain's attention was attracted  
by something floating in the water and, bearing  
down on it, made out a craft with human beings  
on board. They were taken off in an exhausted  
condition but recovered under the treatment  
accorded them and were landed as stated.

## TEBRAU PLANTING CO., LD.

A second extraordinary general meeting of  
this company was held at the company's office,  
Alexandra Buildings at noon yesterday. There  
were present Mr. J. A. Jupp (Chairman), E.  
George, A. N. Nobbs, E. S. Kadoorie, J. A.  
Tarrant and Wong Lam.

The notice convening the meeting having  
been read, the CHAIRMAN said—Gentlemen,  
this meeting is the second, as you are aware,  
to confirm the resolution which was passed on  
the 18th August. I have nothing to add to  
what I then said, and unless any shareholder  
has any questions to ask, I will formally  
propose the confirmation of the resolution.

There being no questions the CHAIRMAN  
proposed the following resolution:—  
"That the Company be wound up voluntarily  
and that the General Managers be and they  
are hereby appointed Liquidators for the  
purpose of such winding up."

Mr. E. S. KADOORIE seconded the proposition,  
which was agreed to unanimously.

The CHAIRMAN—That concludes the business  
gentlemen. Thanks for your attendance.

## POLICE COURT.

Tuesday, 5th September.

BEFORE MR. F. A. HAZELAND (First  
Police Magistrate).

## GAMBLERS PUNISHED.

Nine coolies appeared in dock charged with  
gambling. It was stated that the police had  
made a raid on a house in Queen's Road, and  
found all the usual paraphernalia for pai kau.  
The leader was fined \$100 or one month's hard  
labour, and the others \$2 each.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## THE TYPHOON.

## THE "PECHILI" FOUNDERED.

SHANGHAI, 4th September.

The steamer *Albenga*, which left  
here on Thursday, encountered the  
typhoon on Friday night, and returned  
here to-day badly damaged.

She brought fifty-four members of  
the crew of the steamer *Pechili*,  
which, foundered in the typhoon.  
Only one Chinaman was drowned.

The *Pechili* was a British steamer of  
801 tons, commanded by Captain Jorgensen.

[REUTERS' SERVICE.]

## CHINESE IN THE TRANSVAAL.

LONDON, 3rd September.

A party of Chinese labourers attacked an  
Indian hut at Kleinfontein. They disem-  
bowed one of the inmates and hacked the  
others with knives. One Indian was killed  
and three injured. Twenty Chinese have  
been arrested.

## ARRIVAL OF THE SHAH IN RUSSIA.

LONDON, 3rd September.

The Shah of Persia has arrived in St.  
Petersburg.

## THE CONCLUSION OF PEACE.

LONDON, 3rd September.

The Tsar telegraphed to General Lin-  
vitch on the 1st instant, notifying the  
conclusion of the peace negotiations, and  
added: "the army is now prepared to inflict  
an important defeat on the enemy, but duty  
to my conscience and to my people com-  
mands me not to expose an army, fresh from  
the endless horrors of war, for the sake of  
the half of a remote island."

Latest advices from Portsmouth state  
that the last disputed point has been  
arranged, and both parties agree not to  
fortify Saghalien or the Perouse Straits.

## THE BRITISH FLEET AT DANZIG.

LONDON, 3rd September.

Three hundred officers and bluejackets  
were banqueted by the Municipality of  
Danzig when the most cordial speeches were  
exchanged.

THE ROYAL HONGKONG GOLF  
CLUB.

The monthly Competition for the Captain's  
Cup and Pool took place on the 4th September,  
1905, when the following returns were made.

CAPTAIN'S CUP.	
Mr. W. D. K. ...	58 - 10 = 78
Mr. C. M. G. Burnsie ...	79 - 1 = 80
Mr. W. W. G. Ross ...	93 - 12 = 81
Mr. A. B. Rouse ...	99 - 18 = 81
Mr. H. Pinckney ...	100 - 12 = 88
Hon. Mr. G. Stewart ...	95 - 5 = 90
POOL.	
Mr. T. F. Cobbs ...	79 - 11 = 77
Mr. C. M. G. Burnsie ...	79 - 1 = 80
Mr. W. W. G. Ross ...	83 - 12 = 81
Mr. A. B. Rouse ...	99 - 18 = 81
Mr. H. Pinckney ...	100 - 12 = 90
Hon. Mr. G. Stewart ...	95 - 5 = 90

Winner of C.P.  
Winner of P.C.

The Professional Pairs Competition, on handi-  
cap points, which has just closed, resulted in  
favour of Mr. C. F. Dixon and Mr. C. E. H.  
Beavis, representing the law.

The draw and results are as follows:—  
Round 1. N. G. Stabb and C. W. May (last  
year's winners) beat C. E. Anton and W. W.  
G. Ross; C. M. G. Burnsie and E. V. D. Parr  
beat T. C. Gray and W. D. Kraft.

Round 2. W. C. D. Turner and M. A. Murray  
beat Messrs. Stabb and May; A. R. Linton and  
A. W. Watt beat D. B. Murray and P. Tester;

T. S. Forrest and A. Brook Smith beat L. J. O.  
Anderson and G. G. Forsyth; Messrs. Dixon  
and Beavis v. H. J. Wilgress and J. Holt,  
Ser; A. Boyd and B. Macpherson beat A.  
Williams and F. O. Reynolds; R. E. Hynd  
and A. C. Hynes beat G. M. Harrison and  
C. Forsyth; J. Bell and G. D. Bateman beat  
Col Aitken and Lt Dalyell; Messrs. Parr and  
Burnsie beat F. J. Badelay and C. H. Gale.

Round 3. Turner and Murray beat Linton  
and Watt; Dixon and Beavis beat Forrest and  
Brook Smith; Boyd and Macpherson beat Hynd  
and Hynes; Burnsie and Parr beat Bell and  
Bateman.

Semi-final Round. Dixon and Beavis beat  
Turner and Murray by 4 up and 2 to play;  
Burnsie and Parr beat Bell and Bateman by 4  
and 3 to play.

Final Round. C. F. Dixon and C. E. H.  
Beavis beat C. M. G. Burnsie and E. V. D.  
Parr by 5 up and 3 to play.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued  
the following report:—  
On the 5th at 12.10 p.m. the barometer  
has risen in the neighbourhood of Hongkong  
and in the Philippines.

The returns from other districts are lacking  
this morning.  
Moderate E. winds will probably prevail over  
the N. part of the China Sea.  
Forecast:—Moderate E. winds; fair.

HONGKONG SANITARY  
BOARD.

A meeting of the Sanitary Board was held  
yesterday afternoon at the Board Room. Hon.  
Dr. F. Clark (President) presided, and there were  
also present Major Josling, Dr. Macfarlane, Dr.  
W. W. Pearce, M.O.H., Mr. E. Irving, Mr.  
F. J. Badley, Mr. Faug Wa Chun, Mr.  
H. W. Slade and Mr. A. Ramjaha.

Correspondence was submitted relative to  
Kowloon odours.

The Hon. Dr. F. CLARK, Principal Civil  
Medical Officer, wrote as follows to the  
Hon. the Director of Public Works: "On  
visiting Kowloon a few days ago, I detected  
on the beach opposite Lyseum Villas a horrible  
stench which was most certainly coming from  
the sewer outlets and not from the debris on the  
beach. Can you possibly lengthen the sewers  
so as to carry them out below low water mark  
where the sandy beach now exists? I have  
had numerous complaints from the residents of  
the neighbourhood but have hitherto been  
unable to verify the statements that the small came  
from the sewers, but this time it certainly did.

The beach is largely used as a playground  
for children and as a bathing place for  
adults and there are so few of such places  
accessible without a launch that I think we  
ought to do everything we can to render them  
usable. I am employing men every day to  
keep the place free from debris during the hot  
weather, and were it not for the shortness of  
the sewers I think the beach would be even  
more patronised than it is at present. There is  
a very strong tide which drives all the refuse  
from Hongkong into the bay behind Blackhead's  
Point, but this can be met by scavenging."

The Hon. the DIRECTOR OF PUBLIC WORKS  
having referred the matter to Mr. JACKSON the  
latter stated that before recommending the  
extension of the sewers it should be known  
how the reclamation in front was to be laid out.  
A temporary extension of 30 feet might be  
made, which would bring the outlet about to  
low water mark. The estimated cost of this  
work would be \$150, and of a temporary sewer  
to pick up the outfall from the other roads  
would be \$450, making a total of \$600. There  
was no money on the vote to do this work.

The Hon. DIRECTOR OF PUBLIC WORKS  
wrote that he would have liked to do this but  
there was the usual money difficulty. The  
drainage works were to be overexpended with  
the works already undertaken, and he had  
been informed that excess expenditure must be  
avoided. He could do something with it next  
year.

Dr. CLARK replied that as there was no money  
this year it would be done next year.

His EXCELLENCY forwarded a newspaper ex-  
tract on the subject and intimated: "Kowloon is  
certainly more malarious than Victoria. Can  
the Sanitary Board say why?"  
The PRESIDENT moved—"That the Govern-  
ment be informed that in the opinion of the  
Board, the odours which are complained of in  
Kowloon are due to (1) The black mud of the  
foreshore which is exposed at low water between  
Signal Hill and Kowloon Docks, the only remedy  
for which is the reclamation of the bay; (2)  
The old type of street gully which should be  
replaced by the type now in use in the City of  
Victoria; (3) The insufficient drainage and  
arrangements for the large number of coolies  
employed at Tsim Sha Tsui Point; and (4) The  
use of fresh human excreta in the Chinese  
vegetable gardens, which the Board is endeav-  
ouring to suppress."

Mr. SLADE intimated: "If the nuisance on the  
foreshore can be lessened by lengthening the  
sewers an urgent request should be made for  
funds to enable the work to be done."

Mr. A. RUMJAHN intimated: "I do not see  
why the reclamation from Blackhead's Point  
to Hung Hom Bay proposed years ago should  
not be now taken in hand by the Government;  
the reclaimed land will bring a handsome  
revenue to the Colony. It will do away with  
the noxious smell and will materially improve  
the health of that locality."

The Hon. REGISTRAR GENERAL intimated:  
"The shortness of the sewers is a matter that  
might be remedied comparatively easily."

The CHAIRMAN said he had tabulated the  
various causes of the odours in Kowloon which  
might be put into a formal resolution. He moved  
the resolution, the terms of which are given above.  
He thought it covered all the points raised by  
the Medical Officer of Health, and if they sent  
such a resolution to the Government it might  
have the desired effect.

Mr. SLADE—The question of the reclamation  
of the foreshore there will not come up for some  
time yet?

The CHAIRMAN—Yes.

Mr. SLADE—If the sewers were lengthened  
it would, anyhow until the reclamation comes,  
practically do away with this trouble.

The CHAIRMAN—To some extent it might.

Mr. SLADE—I should think that ought to  
be specially brought under the notice of the  
Government.

Mr. RUMJAHN—I think if the reclamation  
were taken up at once by the Government it  
would not take long, say twelve months, to have  
the whole foreshore reclaimed. Seeing there is  
now a toy tramway there we could take it over  
and have the foreshore reclaimed at once. It  
would cost 25 cents a foot to reclaim the fore-  
shore, and the reclamation would fetch from  
\$1.20 to \$1.50 a foot, which would bring in a  
handsome revenue to the Colony. It might  
also solve the problem of the European reserva-  
tion question.

The CHAIRMAN—I propose to amend the first  
clause relating to the reclamation of the bay by  
"recommending that the work should be put in  
hand at an early date."

The resolution was carried.

WINDOW AREA.  
An application was submitted for a modifica-  
tion of the Public Health and Buildings  
Ordinance in respect of 30 new houses on  
Marine Lot Nos. 22, 27 and 93 P. R.  
Connaught and Des Vaux Roads Central.  
The CHAIRMAN said the houses which had  
been four or five years in building, were of the  
type which the present Ordinance did not  
allow. The window area was not adequate.  
They were commenced under the old Or-  
dinance and completed under the new. The  
modification should have been made while they  
were going up.

The application was refused.

## MORTALITY STATISTICS.

The mortality statistics for the week ended  
5th August showed that the death rate for the  
whole Colony was 34.9 per 1,000 per annum  
as compared with 25.7 for the corresponding  
week of last year. For the week ended 12th  
August the death rate for the whole Colony  
was 19.9 per 1,000 of population, as compared  
with 25.7 for the corresponding week of last  
year.

## LIMEWASHING RETURN.

The limewashing return for the fortnight end-  
ing Tuesday, 29th August, stated that since last  
report 771 houses had been limewashed in the  
Eastern District and 95 in the Central District.

## THE AMERICAN VISITORS.

Returning from Canton late on Monday  
night, Secretary Taft and Miss Roosevelt, with  
the other distinguished Americans included  
in the party, found a very interesting pro-  
gramme arranged for their entertainment  
yesterday. In the morning they breakfasted on  
board the *Logan*, where Rear Admiral Dicken  
was a guest, while Mr. Taft, General and  
Mrs. Corbin and others were entertained by  
Colonel Darling at the Peak Hotel. Rear  
Admiral and Mrs. Dicken were at home during  
the day to Miss Roosevelt and party. The  
Gymkhana, which had been postponed in  
honour of the visitors, was patronised by  
Miss Roosevelt and Secretary Taft, and  
on returning from there they, with the  
principal members of the party, were  
entertained by the Governor to dinner, from  
which they proceeded to the Parade Ground  
where a torchlight tattoo had been  
arranged in honour of the distinguished visitors;  
the day's programme concluding with a supper  
at the Hongkong Club.

Festoons of Chinese lamps circumscribed  
the parade field, and every tree around bore  
glowing fruit, known to the trade as "fairy  
lights." At the back, against the Laundry  
buildings, and facing the entrance, was erected  
a huge framework on which, at the right  
moment, and the touch of an electric button,  
the word "Welcome" flared forth, illuminating  
a sea of faces. Under a sort of post-and-  
rail arrangement, the uprights and bar of  
which were also illuminated, marched the  
fighting men of Ind, bearing torches.  
They divided into companies, and marched in  
double file along the inside of the ring of  
spectators, meeting and parting, while clouds  
of smoke ascended, and the odour of burning oil  
stirred the nostrils and captured the olfactory  
nerves. Into the middle of the field marched  
band after band, pipers and brasses; and the  
"Cock of the North" and the "Highland  
Laddie" and "Tread on the tail of me out"  
awoke thrills in bosoms both martial and  
civilian. The programme thus set forth the  
items:—

- 1.—First Post—Bagpipers 18th Infy. (Mooltan  
Regt.) and 129th (D.C.O.) Baluchis.
- 2.—March—Band 2nd R. W. Kent Regt.
- 3.—March—Pipers H.K. and S.B.R.A.
- 4.—March—Serenade Band 129th (D.C.O.)  
Baluchis.
- 5.—Torchlight Procession—119th Infy.  
(Mooltan Regt.) and 129th (D.C.O.)  
Baluchis.
- 6.—Last Post—Band 2nd R. W. Kent Regt.
- 7.—El Capitan—Massed Bands.

It was an imposing, barbaric spectacle,  
delightful to the thousands of Chinese crowding  
the roads, novel to the foreigners, and, we  
hope, interesting and impressive to the visitors.

An amusing incident is worth noting,  
especially as the party was an hour and ten  
minutes late in arriving. The latter "I" in wel-  
come failed to light up with the others, and the  
legend "We come" restored the good temper  
of the impatient crowds, and evoked from a  
waggish member thereof the remark: "Better  
late than never."

## "TO MY COUNTRYMEN."

Under this caption, the Poet Laureate's latest  
appears in English papers just received.

England! sapine on couch of Peace,  
And pillowd on your splendid East,  
Think you from Wars Mackind will cease,  
Or Greatness, undefended, last?

Glory and Fame  
Decline to shame,  
And towering Empires pass away,  
If front be gold, foundation clay.

Where are the Realm approved by Trade,  
And moated but by wandering main?  
Where the rich arrogates that made  
The majesty and might of Spain?

Brilliant but brief  
As sickled sheaf,  
When Autumn frosts and Winter wind  
Leave not one pompous leaf behind.

Heed not the Babel who would steep  
Your days in comfort, ease, and wealth;  
There is no sea, however deep,  
Ambition could not cross by stealth.

Out upon those  
Mid world of foes,  
Who bid you to one barrier trust  
To foil their greed, and curb their lust.

Protect your shores, without, within,  
As did your steadfast ancestors. There lies  
No manhood save with discipline,  
No safety without sacrifice.

So, bandits may,  
Atheist for prey,  
Gazing across the British waves,  
See barnished barrels, gaping graves.

ALFRED AUSTIN.



THE CHINA ASSOCIATION.  
MEETING IN LONDON.

BY ONE WHO WAS PRESENT.

Unfortunately this meeting was held on the afternoon of German mail day and during the height of the holiday season, also the attendance, which the Chairman spoke of as enthusiastically large and representative would probably have been larger and doubtless more representative of the view held by the rank and file of members notwithstanding from the officers or committee. Our committee is a large and distinguished one, and no body of men more representative theoretically of British interests in the Far East could possibly be brought together. But it sometimes happens with other bodies of men that the officers and the rank do not work quite in harmony and it would almost seem as if that is the case with the China Association. When the larger proportion of the officers are on the retired list and far removed from the field of action, they have probably to some extent lost touch and are apt to mistake the requirements. They are at headquarters to conduct negotiations, procure supplies and obtain information, but unless they are guided by those on the spot who know best what these requirements are, there is likely to be not only neglect and disastrous delays, but, even if not apathy, on their own part, a danger of being overcome by the sympathy of the higher powers and the pliancy of the enemy. The workers in the field are crying out for the needful to enable them to push forward, but it is not forthcoming, and the inevitable consequence is that they have to retire step by step and the enemy is not slow in occupying and entrenching the ground thus lost and then claiming it as theirs by right of occupation. Had the London Committee of the China Association been a body of power and had exercised it with the necessary promptitude and energy, Russia would probably never have been in occupation of Port Arthur and the opportunities which that occupation gave her for further aggression would not have existed. So with many of the infringements of our treaty rights by China. The Foreign Office will itself admit that it is governed by red tape; it no doubt replied to representations and requests by the China Association that the matters would be given due consideration, but that they must proceed by diplomatic methods. We, engaged in business in China and who have much past and ever present experience of the "ways that are dark," consider that it was and is the duty of the London Committee to take every possible means to convince the Foreign Office that the diplomatic methods which are suitable when negotiating with America, France or Germany are worse than useless when dealing with China. But a mere letter from the Chairman or Honorary Secretary of the Association will never convince the Foreign Office of that fact. As Sir Edward Akroyd, himself a Government official of long and varied experience, said: "the Foreign Office is not the Government, and the Government is not the people. What is wanted is a strong expression of public opinion to move the Government, and to this end it is necessary to educate the people to see how necessary it is for us to be up and doing. No great reform ever emanated from the Government, and so the end in view can only be achieved by the voice of the people acting on the Government." If any good is to be done it is necessary to convince the Foreign Office that the China Association has the voice of the people supporting it. The officials in Downing Street are not the Government, but neither they nor the Government care a straw for the representations, probably very little for the interests, of a few "rate traders" in Far Cathay. They have to care, however, for the voice of the operatives in Lancashire and Yorkshire; those men have votes. That Mr. Gundry, who practically founded and conducted the Association until recently, and to whom all China traders and residents owe much, doubtless conscientiously thought that he could effect more by his policy of "lying low," and as his able speech at the meeting showed, is still of that opinion; but without going so far as to regret the non-passing of what the Chairman weepingly said would have amounted to a vote of censure, we may be permitted to question whether that policy has been anything like as successful as a bolder one might have been. As Sir Richard Rennie said: "We nursed ourselves in our conceit of having relations and influence with the Foreign Office, but we got no further."

Some of the speakers thought it well to repudiate any idea of personal reflections. That was quite unnecessary; everyone has an axe to grind and no one will blame them for doing so. We are all convinced that if the president, chairman or any of the committee, all of whom we know to be honourable men, were not quite satisfied that their personal interests did not in any way clash with those of the Association they would have resigned at once. But, when we come to what the Chairman said would have amounted to a vote of censure, it is a different matter. When the opposition in parliament propose a vote of censure on the Government they do not (in spite of the blackguarding to which the present Premier has lately been subjected) call in question the bona fides of the Government. A vote of censure on the Government simply means that it is not in harmony with the view of the people on that particular question, and the passing of the whole of Sir Charles Dudgeon's motion would simply have meant that the committee had not been carrying out the wishes of the members, the very great majority of the members, when those resident in Shanghai and elsewhere in China and Japan are allowed for. But even the bugging of a vote of censure could have been avoided had the conciliatory suggestion made by Mr. Thomas

Brown to divide the motion into two been put to the meeting. It is understood that Sir Charles considered himself bound by the decision of the Shanghai branch to put the motion as a whole and so could not accept the proposal. The Chairman, in what he will pardon being called his defence of the committee, made the point that it welcomed to its aid all men of weight newly arrived from the Far East, but we may not be out of place in asking if any man whose views were known to be in opposition to those of the general body of the committee would be very heartily welcomed. New members are, we believe, proposed by the existing committee, and as the old members naturally prefer to be joined by those holding the same ideas as themselves as to what should be the conduct of the Association, is there not a danger of its becoming fossilised? We have occasionally seen something of the kind in the case of public companies and it has even been known to lead to rebellion on the part of shareholders. Would it not be better that, instead of all new members of committee being proposed by the existing ones, a certain proportion should be delegates from the Shanghai, Hongkong and Yokohama branches, elected in these ports, leaving, of course, the committee to decline, without cause stated, to receive them; although such black-balling would probably never be exercised. When it is remembered that the great bulk, the more active, and probably the better informed, members of the Association are in China, this suggestion may not be considered unreasonable, and we know ourselves to be, at least, of this members now resident in England.

Considering that the meeting was called at the investigation of the Shanghai branch and that the proceedings thereto must be of special interest there, and also that a large proportion of the members in Britain are scattered over the country, it seems much to be regretted that the committee did not, of its own motion, provide for the presence of a verbatim reporter, and that some one present did not think to propose that the press be admitted. The Hon. Secretary may be able to compile a report, as common courtesy to Shanghai surely demands; but when applied to by a representative of the *Hongkong Daily Press* for permission to take a verbatim report, he declined, and on the Chairman being appealed to, he also declined. It may have been desired, and perhaps not unreasonably, the proceedings, although conducted with the utmost good feeling, being not altogether far removed from the washing of dirty linen—to prevent any report appearing in the home papers, but the permission asked was for publication in China. It seems to us, and we feel sure that it will strike others in the same light, that that refusal was in keeping with the treatment which the Shanghai branch has received since it asked, more than a year and a half since, and afterwards earnestly repeated that the resolution it passed unanimously in January, 1904, should be submitted to the members in London. At the meeting of committee held on 12th July, preliminary to the meeting of members on 21st idem, Sir Cecil Smith gave a reason why no mention was made in the annual report of the difference between the Shanghai branch and the general committee; but up to this day, so far as we are aware, no explanation has been offered as to why the Shanghai resolution was not, as requested, submitted to a meeting of the members in London. At that committee meeting Sir Charles Dudgeon said: "To our astonishment (I can use no other term) the reply from London to our second meeting was even surer than before, and not the slightest reference was made to our request that the 'general body of members should be consulted.' Considering that Shanghai forms about a third of the Association and that its views are supported by the members in Hongkong and elsewhere in China, we ask the general committee if that was brotherly treatment. If the *raison d'être* of the China Association is to give an annual dinner, would it not be better for the powers that be in London to treat their Shanghai confederates in such a way that should any of them be in London in November they can without loss of face invite them (on payment) to partake of that dinner? The Shanghai branch has become moribund, the Hongkong one will doubtless go the same way; let us hope that a new and powerful association will arise from the ashes."

## TWO CHINESE EDITORS BANISHED FROM THE COLONY.

One of the Chinese newspapers in the Colony published on Friday last a cartoon representing a lady being carried in a chair by four porters. Though the lady was represented as a Chinese, the accompanying letterpress indicated that Miss Roosevelt was referred to. Briefly the characters might be interpreted as stating that the Chinese had been driven like useless things from the doors of the United States, and that their coolies who carried any members of the Teft party when they came to Hongkong would be unclean indeed. We learn that the Government took action against the paper as soon as the objectionable cartoon came under their notice, and two editors of the paper were banished from the Colony.

The cartoon is, we understand, a reproduction of one which has been extensively posted in Canton and for which one person, at least, has been arrested in pursuance of orders issued by the Viceroy.

## LATEST STEAMER MOVEMENTS.

The J.C.C. Lin, str. *Emma Layton* left Sourabaya direct for this port on the 3rd inst., and may be expected here on the 10th inst. The British str. *Den of Manks*, from London, &c., left Singapore on the 5th inst., and is due here on the 11th inst. The I.G.M. str. *Prinz Edt. Friedrich*, which left here on Thursday at 2 p.m., arrived at Singapore on Monday at 7 p.m.

## HONGKONG GYMKHANA CLUB.

The presence of the Hon. W. H. Teft, Miss Roosevelt and a number of the Secretary's party at Happy Valley yesterday afternoon attracted a larger crowd than usual at the fourth meeting of the Gymkhana Club. The numerous grand stands, adorned with bunting, conspicuous amongst which was the Star Spangled Banner, were well filled, while a large crowd, including many ladies in summer attire promenade the flat. The band of the Royal West Kents enlivened the afternoon's proceedings by several selections of music. The American visitors were at the Valley sometime before the arrival of H.E. the Governor, who put in an appearance just before the first race started. On his arrival they accompanied His Excellency to his stand, from which they viewed the races. These were up to the average high standard, the stewards of the club exhibiting their usual energy in carrying them out. The most mirth provoking was the Ladies' Nomination Race, in which nine stalwart white rists pulled competed, and called forth many "Hi-yahs" from the large crowd of Chinese who watched the events from the rise on the inner side of the track. The Polo Pony Dending Race was also a splendid exhibition of horsemanship, and Mr. Moxon's win on Highlander was a very popular one. The highest dividend paid for the afternoon was paid on Grafton, winner of the Club Challenge Cup, the amount being \$34.00.

Results of events are as under:—

ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. Entrance fee \$3. 1st prize: presented by the Club. 2nd prize: \$25.

Mr. Macdonald's Highlander, 10st 12lbs (2lbs o. w.) (Mr. Alderton) 1

Mr. Davies' Bonaventure, 10st 12lbs (3lbs o. w.) (Mr. Gogge) 2

Mr. J. E. Gresson's Drogheda, 10st 0lb (5lbs o. w.) (Mr. Gresson) 3

Mr. H. P. White's Beanecko, 11st 5lbs (2lbs o. w.) (Mr. Gogge) 0

Mr. P. Simcock's Mick, 9st 11lbs (5lbs o. w.) (Mr. Simcock) 0

A good start with Drogheda taking up the first position. The field were well bunched as they passed the judge's box, Drogheda and Beanecko leading with Mick in the second place, and Bonaventure in the rear. Drogheda and Beanecko maintained, and gradually increased their lead until the incline was approached. Here Highlander drew out of the bunch and overhauled the leaders. Passing the village he was well in the van, and increased the distance in the home run, winning by some two lengths from Bonaventure.

LADIES' NOMINATION RACE.—Open to all-comers. Ladies and nominees start opposite the winning post. On the word "go" ladies get into rickshas and are wheeled by gentlemen to a table about 50 yards distant. Ladies get out of rickshas and trim a bat. When completed they again get into rickshas and are wheeled back to the winning post. Points positions must supply their own rickshas. 1st Prize: A Cup presented by His Excellency the Governor; 2nd prize presented by the Club. Entrance Fee.

Miss Laughorn ... 1

Miss Lide ... 2

Miss Roosevelt ... 3

There were nine entries for this amusing event, one of the competitors being Miss Roosevelt. Some of the men before the wheels did the 50 yards in quick time for novices, while the astonishing quickness of hand and taste of some of the fair milkmaids would have tested the capabilities of the professional.

GYMKHANA CLUB CHALLENGE CUP.—Distance, one mile.—Value \$400. For all China ponies. Catch weights at 10 st 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning jockeys allowed 5 lbs. extra. Non-winning jockeys allowed 5 lbs. extra. To be run for 5 times and to be won by the pony scoring most points in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the Season a Cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. E. Owen's Grafton, 11st 10lbs (2 lbs o. w.) (Mr. Gogge) 1

Mr. Macdonald's Highland Laird, 10st 8lb (11st 5lbs) (Mr. Alderton) 2

Hon. Mr. C. W. Dickson's Caanny, 11st 5lbs (Mr. C. Dickson) 3

The three starters can neck and neck as they neared the judge's stand when Caanny took the lead with Highland Laird second and Grafton third. This position was maintained while passing the football field. Going up the incline Grafton fell behind, Caanny and Highland Laird maintaining their positions. Approaching the village, Highland Laird took the lead, Caanny falling into the second position. At the entrance to the straight Grafton pulled up on the field and led the way, maintaining his lead until the finish, although hard pressed by Highland Laird who ran an excellent second. Time 2:16 2/5.

The pari-mutuel paid on Grafton \$34.00

POLO PONY DENDING RACE.—For all bona fide polo ponies to be passed as such by the Committee of the Polo Club. Entrance fee \$2. 1st Prize: presented by the Club. 2nd Prize: \$25.

Highlander (Mr. Moxon) ... 1

Yellow Paril (Mr. Moxon) ... 2

Subterfuge (Mr. Gogge) ... 3

For this race, which was run off in heats, there were seven entries. A number of red flags were stuck up in the course, and the riders had to steer their ponies in and out between these.

HURDLE RACE CHALLENGE CUP.—Value \$250.—Distance about one mile. For all China ponies. Catch weights at 10 st 10 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the Season a Cup, value \$50, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. W. J. Gresson's Glanburn, 10st 10lbs (Mr. Gresson) 1

Mr. N. H. Rutherford's Nomination ... 11st 1lb (Mr. Simcock) 2

Nomination led until the third hurdle was reached, when Glanburn shot ahead, maintaining his lead until he reached the winning post which he passed about four lengths ahead of Nomination.

THREE FURLONG SCURRY.—Catch weights. For all China ponies. Entrance fee \$3. 1st prize.—A Cup presented by Hon. Sir Paul Chater, C.M.G.; 2nd prize: \$25.

Messrs. Macdonald and Alderton's Banzai, (Mr. Alderton) 1

Mr. H. P. White's Beanecko (Mr. Gogge) 2

Mr. P. Simcock's Mick (Mr. Simcock) 3

Banzai got away at the start and kept to the fore till he passed the winning post. Beanecko, who was two lengths behind, running second. Time 44 secs. The pari-mutuel paid \$7.10.

## MACAO.

FROM OUR CORRESPONDENT.

THE EARTHQUAKE AGAIN.

Macao, 4th Sept.

Since the typhoon, the weather here, has been exceedingly hot, the nights being intolerable. There has been another series of seismic disturbances. Tremors, preceded by a rumbling noise, were noticed several times since Sunday. These shocks have renewed the nervous feeling among the more timid inhabitants of this city. Alarming reports have reached here from Shanghai regarding a serious earthquake that is to happen in Macao during this month. I need hardly add that these reports are believed by very few, although some say that it comes from the Jesuit Fathers of the Sicaei Observatory.

## NEW HOTEL.

The inauguration of a new hotel called the "Oriental Hotel" took place last Saturday. Many Macao residents were invited to the opening dinner. Macao now possesses three hotels besides a score of restaurants, eating houses and refreshment-bars.

## SUPREME COURT.

Tuesday, 5th September.

## IN BANKRUPTCY.

BEFORE SIR F. T. PIGOTT (CHIEF JUSTICE).

YIK WING KAP KAT MA PAI NAM.  
This was an application for adjudication by the Official Receiver, Mr. Wakeman, under Section 19 of the Bankruptcy Ordinances.

His Lordship.—Is it a creditor's petition? Mr. Wakeman.—Yes, my Lord, but the solicitors for the petition appear now for the debtor. It is necessary to get this order as I have to give up the premises. A resolution was passed at the first meeting of creditors that the debtor be adjudicated bankrupt, and the Official Receiver was appointed trustee.

His Lordship.—I don't quite understand. Mr. Wakeman.—I am in possession of the debtor's premises under a receiving order, and until an order for adjudication is made, I am not able to sell the goods.

His Lordship.—What do you say has become of the petitioner's solicitors?

Mr. Wakeman.—They appear now on behalf of the debtor, and do not wish to make the application.

His Lordship.—Has notice of change of solicitors been given?

Mr. Wakeman.—No.

His Lordship.—There ought to be a statement on the file that they have ceased to be solicitors for the petitioner. The order is granted.

## IN ORIGINAL JURISDICTION.

CARLOWITZ AND CO. v. THE SUN SHING YIM.

The hearing of this claim for \$11,937.83, as damages for the breach by the defendants of their conditions covering the sale to the plaintiffs of certain cases of fire crackers, was continued.

Mr. H. E. Pollock, K.C., instructed by Mr. J. Hays of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. G. Calthrop, instructed by Mr. H. W. Looker (of Messrs. Dawson, Looker and Deacon) represented the defendants.

In opening his defence Mr. Calthrop contended that the cracker forming the subject matter of this action was of the lowest grade manufactured in Canton. It was a cracker which the plaintiffs admitted they would not guarantee would go off, although they were willing to guarantee canon crackers up to 65 per cent. Counsel submitted to his Lordship that this was perfectly conclusive of the quality of the cracker, which the plaintiffs knew perfectly well was not a very high one. The plaintiffs gave an order for crackers to the Sun Shing, at Canton, and the Sun Shing got the fire crackers from certain manufacturers. When they had got a sufficient number, they let the plaintiff know, and a man was sent to inspect them. The object of that inspection must have been to see whether these crackers were what the plaintiffs call merchantable. It was not suggested that the defendants guaranteed them in any way whatever; they got the crackers from the factory, examined them, put them up

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MANAGER.

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PLEYEL	295	525
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STUART	335	450
ROSENCRANZ	350	500
OWN MAKE (OVER		
STRUNG)	385	500
BROADWOOD	400	600
SPAEHTE	400	500
COLLARD	500	700
HAKE	525	600
RACHALS	575	750
KRAUSS	585	650
HOPKINSON	600	750
WINKELMANN	675	750
STEINVEG	700	850

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SPAEHTE	400	500
COLLARD	500	700







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Mr. J. J. Freeman	and infant
Mr. C. Glover	Mrs. J. S. Roach & child
Mrs. J. Gorrard	Mr. L. Roebot
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purposes and as a preservative of con-  
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contains pure Carbolic Acid (healing and antiseptic) and other useful ingredients to cure or alleviate sunburn, chafed skin, plics, cuts, burns, insect bites, &c.

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the blood, scars, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c. to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

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Commissioners, and without which it is a forgery.

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## SHIPPING.

## ARRIVALS.

CALLAO, U.S. gunboat, 5th September, from Canton.  
CHUYEN, Chinese str., 1950, C. Stewart, 4th September, from Shanghai 30th Aug. General.  
CORTIC, British str., 2744, Wm. Finch, R.N.E., 5th Sept., from San Francisco 2nd August and Manila 3rd Sept. Mails and General.  
FAIRBANK, British str., 1410, F. Wheeler, 4th Sept., from Swatow 3rd Sept. General.  
KASHING, British steamer, 5th September, from Canton.  
KWONGSANG, British str., 1428, W. P. Baker, 5th Sept., from Shanghai and Swatow 4th Sept. General.  
TAINAN, German str., 1006, O. Koch, 4th Sept., from Bangkok 24th August, Rice and General.  
WOSANG, British str., 1127, H. S. Makin, 5th Sept., from Tientsin and Chiocho 4th August, General.  
Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
5th September.  
Amigo, German str., for Hallow.  
Borneo, German str., for Sandakan.  
Petchaburi, German str., for Swatow.  
Stuamit, German str., for Shanghai.  
Wosang, British str., for Canton.

## DEPARTURES.

5th September.  
ARMAND BERIC, French str., for Europe.  
BLAND, Norwegian str., for Kobe.  
FAIRBANK, British str., for Swatow.  
HAIKUN, British str., for Saigon.  
LAISANG, British str., for Calcutta.  
LONGMOON, German str., for Canton.  
SIGNAL, German str., for Swatow.  
SINGAN, British str., for Tientsin.  
WUWU, British str., for Chiocho.  
YOCOW, British str., for Shanghai.

## SHIPING REPORTS.

The British str. *Coptic* reports: Sept. 5th spoke the British str. *Combermere*, of Liverpool, 8 miles S.E. of Waglan, steering west.  
The British str. *Wosang* reports: Fine weather from Chiocho to Montagu Island, where anchored during typhoon for 36 hours; thence to port fine weather and smooth to moderate sea and variable breeze.  
The British str. *Coptic* reports: Had fine weather across the Pacific. From Yokohama to Nagasaki via Inland Sea variable and unsettled weather with continuous heavy rain. From Nagasaki to Tarnabont Island moderate to fresh E. and N.E. winds with heavy S.E. swell. From Tarnabont to Manila boisterous and unsettled weather with high confused sea. From Manila to Hongkong moderate S.W. winds, fine weather with smooth sea.  
The Chinese str. *Chiyen* reports: Encountered severe typhoon in vicinity of Wenchow, 600 miles north of Hongkong. Took shelter in company with other steamers among the Tachau Islands. Gale lasted through Thursday, Friday, and Saturday, 1st Sept., with incessant heavy rain. Left the anchorage at daylight on Saturday, Sept. 2nd, and encountered fine weather and smooth sea to Hongkong. The centre of typhoon passed to eastward of us apparently very close, tracking in a N.W. direction.  
The British str. *Kashing* reports: From Shanghai experienced N.E. winds, increasing S.E. wind and falling barometer. Anchored under Tamsui Island at 8 a.m., Sept. 1st for 24 hours. Lowest bar. 29.00 between midnight and 1 a.m., Sept. 2nd. Terrible squalls and thick driving rain; wind N.E. till 8 p.m., Sept. 1st. North at 10 p.m., N.N.W. at 12 p.m., and N.W. at 4 a.m., Sept. 2nd. When weather began to moderate and at 8 a.m. left the anchorage and proceeded. High S.E. wind till the anchorage and from thence variable winds and fine weather to port.

## VESSELS IN DOCK.

5th September.  
ADRIEN DOCKS.—*Loyal*.  
KOWLOON DOCKS.—*Montana*, *Dea*, *Waglan*, *Sunamit*, *Onang*, *Borneo*, *H.M.S. Hart*, *Hermann*, *Manila*, *Chiocho*, *H. I.*  
COSMOPOLITAN DOCK.—*Kowloon*.

## VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND BOSTON.  
With liberty to call at the Malabar Coast.

THE Steamship

"AFGHAN PRINCE."  
Captain Campbell, will be despatched for the above ports on or about the 2nd September.

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Hongkong, 24th August, 1905. [1955]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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Calling at Port Moresby and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, etc.

THE Steamship

"EASTERN."  
Captain Ellis, will be despatched for the above ports TO-DAY, the 6th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 12th August, 1905. [1879]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE  
via NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAFEN, HAMBURG, SHANGHAI, MANILA, SYDNEY AND MELBOURNE.

On TUESDAY, 14th September, at Noon, the Steamer "WILLEHAD," Captain Abner, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to  
MELCHERS & CO.,  
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Hongkong, 25th August, 1905. [1975]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	1 m.	W. W. Cook, R.N.E.	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	PARKING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP	ALCIBIOS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst.
LONDON, AMSTERDAM & ANTWERP	ALCIBIOS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th Oct.
LONDON, AMSTERDAM & ANTWERP	DIOMEDES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th Oct.
MARSEILLES, HAVRE, DUNKIRK, &c.	LAOS	Brit. str.	1 m.	Abel	MESSAGERIES MARITIMES	About 7th inst.
MARSEILLES, ANTWERP & LONDON	MAISONNETTIERE	Brit. str.	1 m.	Aillard	MESSAGERIES MARITIMES	On 15th inst.
MARSEILLES, &c. via PORTS OF CALL	PREUSSEN	Ger. str.	1 m.	Meyer	MESSAGERIES MARITIMES	On 19th inst., at 1 p.m.
BREMEN, via PORTS OF CALL	RUSSIA	Ger. str.	1 m.	Doehren	MESSAGERIES MARITIMES	On 13th inst., at Noon.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	1 m.	Knael	HAMBURG-AMERICA LINE	To-day.
HAVRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	1 m.	Meden	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	SAVONIA	Ger. str.	1 m.	Schonfeldt	HAMBURG-AMERICA LINE	On 4th Oct.
HAVRE & HAMBURG via STRAITS, &c.	SEGOVIA	Ger. str.	1 m.	Craglietto	HAMBURG-AMERICA LINE	On 10th Oct.
TRIESTE, &c. via SINGAPORE, &c.	ACHILLES	Brit. str.	1 m.	Campbell	BUTTERFIELD & SWIRE	On 18th Oct.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	Peterson	BUTTERFIELD & SWIRE	On 1st Nov.
NEW YORK & BOSTON	ALBION	Ger. str.	1 m.	Grimes	STANDARD OIL CO.	On 23rd inst., P.M.
NEW YORK via PORTS & SUEZ CANAL	SENOGA	Brit. str.	1 m.		STANDARD OIL CO.	On 25th inst.
NEW YORK via PORTS & SUEZ CANAL	SATUMA	Brit. str.	1 m.		STANDARD OIL CO.	On 27th inst.
NEW YORK via PORTS & SUEZ CANAL	VANDALLA	Brit. str.	1 m.		STANDARD OIL CO.	On 29th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	TANAR	Brit. str.	1 m.	W. Davison, R.N.E.	CANADIAN PACIFIC R. CO.	About 30th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMERALD OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	About 5th Oct.
VICTORIA (B.C.) & TACOMA via JAPAN	LYRA	Am. str.	1 m.	G. V. Williams	DODWELL & CO., LTD.	On 13th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	TYRUS	Brit. str.	1 m.	Wagmann	BUTTERFIELD & SWIRE	On 15th inst.
PORTLAND, OREGON via SHANGHAI, &c.	NICOMEDIA	Ger. str.	1 m.	J. H. Rinder	PORTLAND & ASIATIC S.S. CO.	On 1st Oct.
SEATTLE, via SHANGHAI & JAPAN	MINNESOTA	Am. str.	1 m.	Ellis	NIPPON YUSEN KAISHA	About 22nd inst., at Noon.
AUSTRALIAN PORTS via NEW GUINEA	WILHELM	Ger. str.	1 m.	Abner	GIBB, LIVINGSTON & CO.	To-day, at Noon.
AUSTRALIAN PORTS via MANILA, &c.	CHANGSHA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 19th inst., at Noon.
TSINGTAO, CHEFOO & NEWCHWANG	KASHING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI	SHANGHAI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI via SWATOW, AMOY & FOCHOW	WAGMAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 9th inst., at 3 p.m.
SHANGHAI via SWATOW & AMOY	PROTEUS	Ger. str.	1 m.		BUTTERFIELD & SWIRE	About 7th inst.
TAMSUI via SWATOW & AMOY	DAVIN MARC	Jap. str.	1 m.		BUTTERFIELD & SWIRE	On 13th inst., at Noon.
TAMSUI via SWATOW & AMOY	PROMISE	Ger. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	TEAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	LONGSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
MANILA	SUNGIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 8th inst., at Noon.
CEBU & LOILO	BANCA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 16th inst., at Noon.
CEBU & LOILO	PERIN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th inst.
SINGAPORE, COLOMBO & BOMBAY	ONANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 10th inst.
SINGAPORE, COLOMBO & BOMBAY	BOON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th inst., at 3 p.m.
JAVA PORTS	ISCHIA	Ital. str.	1 m.		BUTTERFIELD & SWIRE	Quick despatch.
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	1 m.		BUTTERFIELD & SWIRE	On 9th inst., at Noon.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
HAYERN	WEDNESDAY 11th October
ZIETEN	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
PRINZ REGENT LUITFOLD	WEDNESDAY 22nd November
PRINZ HEINRICH	WEDNESDAY 6th December
PRINZ BITEL FRIEDRICH	WEDNESDAY 20th December
GNEISENAU	WEDNESDAY 3rd January
ROON	WEDNESDAY 17th January
PREUSSEN	WEDNESDAY 31st January
ZIETEN	WEDNESDAY 14th February
	25th February

ON WEDNESDAY, the 13th day of SEPTEMBER, 1905, at Noon, the Steamship "PREUSSEN," Captain Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th September. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 12th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 6th September, 1905.

## NORTHERN PACIFIC RAILWAY LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, September 15th
PLEIADES	3,755	F. G. Partridge	Saturday, October 7th
SHAWMUT	3,608	E. V. Roberts	Saturday, October 14th
TREMONT	3,608	T. W. Garlick	Saturday, November 4th

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw steamer "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels assures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 24th August, 1905. [1975]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
* SINGAPORE, COLOMBO, PEKIN and BOMBAY.	Le Mare	About 7th September	Freight only.
SHANGHAI	SHILLA	About 7th September	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 9th September	See Special Advertisement.
CEBU and MANILA	BANCA	About 10th September	Freight only.

\* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 6th September, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"NICOMEDIA" 4,370 Wagemann September 26th, 1905.

"NUMANTIA" 4,370 Feldmann October 14th, 1905.

"ARABIA" 4,483 Metzger November 7th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.  
Hongkong, 30th August, 1905. [113]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO 2540 R. Rodger Manila Sat., 9th Sept., Noon.

RUBI 2540 A. Notley Manila Sat., 16th Sept., Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 6th September, 1905. [115]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SIERRA BLANCA" On 20th September.

S.S. "ALSTON" On 20th October.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
Hongkong, 6th September, 1905. [1004]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain W. W. Cook, R.N.E., carrying His Majesty's Mails, will be despatched from here for Bombay on SATURDAY, the 9th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6,522 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Malta," due in London on the 22nd October, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 28th August, 1905. [11]

DAMPSCHEIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship

"ALBENGA,"

Captain Peterson, will be despatched for the above port on SATURDAY, 9th September.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 31st July, 1905. [1829]

FOR MARSEILLES, ANTWERP AND LONDON.

"SHIRE" LINE OF STEAMERS.

THE Steamship

"MERIONETHSHIRE,"

will be despatched for the above ports on FRIDAY, the 15th inst.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents "Shire" Line.  
Hongkong, 18th September, 1905. [1977]

GREAT NORTHERN STEAMSHIP COMPANY

Operating in conjunction with the GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U.S.A.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

(Passing through the INLAND SEA OF JAPAN.)

THE Magnificent New Twin-Screw Steamship

"MINNESOTA,"

Tons 20,718 Gross Reg. Captain J. H. Rinder, will sail on or about FRIDAY, the 22nd September, at Noon, conveying cargo to the Pacific Coast, United States and Canadian Overland Common Ports; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATE ROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER, SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the carriage of SILK, TRADABLE, Valuable Cargo; and PARCELS are carried at low rates to all ports of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"TEENKAI" .....	On 6th September.
GLASGOW and LIVERPOOL...	"DIOMED" .....	On 14th September.
GLASGOW and LIVERPOOL...	"KAISOW" .....	On 14th September.
GLASGOW and LIVERPOOL...	"DARDANUS" .....	On 21st September.
GLASGOW and LIVERPOOL...	"TYDEUS" .....	On 28th September.
GLASGOW and LIVERPOOL...	"CHINGWO" .....	On 28th September.
GLASGOW and LIVERPOOL...	"KINTUCK" .....	On 5th October.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PAKLING" .....	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES" .....	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR" .....	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS" .....	On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON" .....	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED" .....	On 24th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TYDEUS" .....	On 1st October.
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN" .....	On 30th October.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th August, 1905.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KANG" .....	On 6th September.
KOBE	"CHANGSHA" .....	On 6th September.
TSINGTAO, CHEFOO & NEWCHWANG	"KASHING" .....	On 8th September.
CEBU and ILOILO	"SUNGKIANG" .....	On 8th September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" .....	On 23rd September.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th September, 1905.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSWI VIA SWATOW AND AMOY	"DAIN MARU" .....	SUNDAY, 10th Sept., at Noon.
ANPING VIA SWATOW AND AMOY	"PROMISE" .....	WEDNESDAY, 6th Sept., at Noon.
TAMSWI VIA SWATOW AND AMOY	"PROTEUS" .....	THURSDAY, 7th Sept., at Noon.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"ERITHJOE" .....	WEDNESDAY, 13th Sept., at Noon.

\* This Steamer has superior accommodation for First-class Passengers, and is fitted  
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Vaux Road Central.

Hongkong, 4th September, 1905.

T. ABIMA, Manager.

# HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

Shipping Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATE.	Freight & Passengers.
RHENANIA .....	On 6th Sept.	Freight & Passengers.
SCANDIA .....	On 20th Sept.	Freight & Passengers.
SILESIA .....	On 4th Oct.	Freight & Passengers.
SUEVIA .....	On 10th Oct.	Freight & Passengers.
SLAVONIA .....	On 18th Oct.	Freight & Passengers.
SEGOVIA .....	On 1st Nov.	Freight & Passengers.
VANDALA .....	About 5th Oct.	Freight & Passengers.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloon and cabin midships. Lighted throughout by electricity. Daily qualified  
doctor and stewardesses are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

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# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, SOERABAYA and SAMARANG	"ONSANG" .....	Friday, 8th Sept., 3 P.M.
MANILA	"LOONGSANG" .....	Friday, 8th Sept., 4 P.M.
SHANGHAI	"KWONGSANG" .....	Saturday, 9th Sept., 3 P.M.
TIENTSIN	"WOSANG" .....	Saturday, 9th Sept., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze  
Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 4th September, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. "TARTAR" .....

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# VESSEL ON THE BERTH

REGULAR

STEAMSHIP SERVICE TO NEW

YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR

COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"SATSUMA" .....

"WEAY CASTLE" .....

For Freight and further information, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 29th August, 1905.

1519

# SHIPPING IN PORT.

STEAMERS.

AMIGO, German str., 322, J. Iwerse, 30th Aug.

Haiphong 25th Aug. and Hoihow 29th

Rice, General, Pigs and Bulk Oil.—Jensen

& Co.

BOON, Dutch str., 2,200, J. Winkler, 3rd

September.—Amoy 2nd Sept. General

and Coals.—Java-China-Japan Line.

BORNEO, German str., 1,344, F. Sombill, 21st

Aug.—Sundakan 16th Aug. Timber and

General.—Melchers & Co.

BRAND, Chinese str., 1,518, J. Johansson, 18th

Aug.—Chinkiang 13th August, Rice.—

Chase.

CHANGSHA, British str., 1,800, I. Moore, 19th

Aug.—Manila and Australian Ports 16th

August, General.—Butterfield & Swire.

CHILD, Norwegian str., 1,105, H. Nielsen, 22nd

Aug.—Sourabaya 13th Aug. Sugar.

—Order.

CHUNGSHAN, British str., 1,418, R. Cox, 25th

August.—Samarang 19th August, Sugar.

—Jardine, Matheson & Co.

CITY, for HONGKONG, British steamer, 90,

J. Watson, 14th May.—Hoihow 26th Mar.

—Order.

DEVAVONGSE, Ger. str., 1,057, J. V. Bruhn, 19th

Aug.—Bangkok and Swatow 18th Aug.

Rice & Teak Squares.—Butterfield & Swire.

FRI, Norwegian str., 800, N. Andersen, 26th

Aug.—Haiphong 23rd August, General.

—Aagaard, Thorsen & Co.

FUKURA MARU, Japanese str., 1,946, H. Saka-

moto, 1st Sept.—Mojito 17th August and

Nagasaki 27th, 3,679 tons Coal.—H. U.

Jeffries.

GAGA, German str., 625, Hans Dahl, 9th Aug.

—Sourabaya 29th July, Sugar.—Order.

GREGORY ATOKA, British schooner, 2,301, Off-

cent, 4th Sept.—Calcutta via Straits 19th

Aug. General.—D. Sesscott & Co., Ltd.

HAINUN, British str., 636, Roberts, 3rd Sept.

—Swatow 2nd Sept. General.—Douglas

Lapraik & Co.

HALVARD, Norwegian str., 1,086, C. Andersen,

29th Aug.—Cherbon 20th Aug. Sugar.

—Chase.

HELMANN MENDEL, German str., 1,661, W.

Hanson, 11th August.—Chefoo 6th Aug.

—Buans.—Chase.

HOIHOW, German str., 6,630, O. Kraeff,

20th July.—from Genoa, Ballast.—Mel-

chers & Co.

HONG BEE, British str., 2,550, H. Peters, 4th

Sept.—Penang and Singapore 29th Aug.

General.—Chase.

HONGKONG, French str., 717, G. Suzano, 4th

Sept.—Haiphong and Hoihow 3rd Sept.

General.—A. R. Marty.

ISCHIA, Italian str., 2,744, Cogiole Andrea,

4th Sept.—Trieste and Singapore 29th

Aug. General.—Carlowitz & Co.

KOREA, Am. str., 3,651, A. Zeebar, 21st Aug.

—San Francisco 22nd July and Shanghai

18th August, Mails and General.—F. M.

S. S. Co.

KOWLOON, German str., 1,495, H. Stalar, 20th



## POST OFFICE NOTICES.

The *Empress of Japan* with the Canadian mail left Shanghai on Monday, the 4th inst., at 9 a.m., and is expected here to-day.

The *Simla*, with the English mail of the 11th August left Singapore on Saturday, the 2nd inst., at 8 a.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 11th, and the parcel mails closed in London for despatch by the all sea route on the 2nd of August, and for despatch overland on the 9th of August.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

Mails for NANTAO, SANPU, KONGMOON, KUMCHUK, SAMSHUI, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Kudat and Sandakan	Borneo	Wednesday, 6th, 8.00 a.m.
Swatow, Amoy and Ningbo	Promiss	Wednesday, 6th, 8.00 a.m.
Swatow and Bangkok	Promiss	Wednesday, 6th, 9.00 a.m.
Huiphong	Huiphong	Wednesday, 6th, 9.00 a.m.
Amoy	Huiphong	Wednesday, 6th, 10.00 a.m.
Batavia, Samarang and Sourabaya	Batavia	Wednesday, 6th, 10.00 a.m.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Eastern	Wednesday, 6th, 10.00 a.m.
AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and SAN FRANCISCO.	Korea	Wednesday, 6th, 10.00 a.m.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Heungshan	Wednesday, 6th, 1.15 p.m.
Manila	Manila	Wednesday, 6th, 3.00 p.m.
Yokohama and Kobe	Yokohama	Wednesday, 6th, 3.00 p.m.
Huiphong and Bangkok	Huiphong	Wednesday, 6th, 5.00 p.m.
Swatow, Amoy and Fouchow	Swatow	Thursday, 7th, 10.00 a.m.
Bangkok	Bangkok	Thursday, 7th, 11.00 a.m.
Kobe	Kobe	Thursday, 7th, 1.15 p.m.
Macao	Macao	Friday, 8th, 1.15 p.m.
Macao	Macao	Friday, 8th, 2.00 p.m.
Singapore, Sourabaya and Samarang	Singapore	Friday, 8th, 3.00 p.m.
Manila	Manila	Friday, 8th, 3.00 p.m.
Cebu and Hongkong	Cebu	Friday, 8th, 3.00 p.m.
Tsingtau, Chefoo and Newchwang	Tsingtau	Friday, 8th, 3.00 p.m.
Singapore, Penang and Bombay	Singapore	Saturday, 9th, 10.00 a.m.
Manila	Manila	Saturday, 9th, 10.00 a.m.
Europe, etc., India via Suez	Europe	Saturday, 9th, 10.00 a.m.
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
(The Parcel mail will be closed at 5 p.m. on Friday, the 6th inst.)		

## TO-DAY.

Sale, Stores, Army Ordnance Stores, Queen's Road East, Messrs. Hughes & Hough, 11 a.m.

Sale, Leasehold Property, Sales Rooms, Messrs. Hughes & Hough, 3 p.m.

City Stars, Theatre Royal, City Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	1/11
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11
Bank Bills, at 30 days sight	1/11
Bank Bills, at 4 months sight	1/11
Credits, at 4 months sight	1/11
Commodity Bills, 4 months sight	1/11
ON PARIS.	24
Bank Bills, on demand	24
Credits, at 4 months sight	24
ON GERMANY.	18 1/2
Bank Bills, on demand	18 1/2
Credits, at 4 months sight	18 1/2
ON NEW YORK.	47 1/2
Bank Bills, on demand	47 1/2
Credits, at 4 months sight	47 1/2
ON HAMBURG.	14 1/2
Bank Bills, on demand	14 1/2
Credits, at 4 months sight	14 1/2
ON CALCUTTA.	14 1/2
Bank Bills, on demand	14 1/2
Credits, at 4 months sight	14 1/2
ON SHANGHAI.	7 1/2
Bank Bills, on demand	7 1/2
Credits, at 4 months sight	7 1/2
ON HONGKONG.	6 1/2
Bank Bills, on demand	6 1/2
Credits, at 4 months sight	6 1/2
ON SINGAPORE.	6 1/2
Bank Bills, on demand	6 1/2
Credits, at 4 months sight	6 1/2
ON BATAVIA.	11 1/2
Bank Bills, on demand	11 1/2
Credits, at 4 months sight	11 1/2
ON HAITHONG.	11 1/2
Bank Bills, on demand	11 1/2
Credits, at 4 months sight	11 1/2
ON SAIGON.	11 1/2
Bank Bills, on demand	11 1/2
Credits, at 4 months sight	11 1/2
ON BANGKOK.	11 1/2
Bank Bills, on demand	11 1/2
Credits, at 4 months sight	11 1/2
SOVEREIGNS, Bank's Buying Rate	10.20
GOLD LEAF, 100 lbs. per ton	54.40
BAR SILVER, per oz.	25.75

## OPPIUM.

Quotations are—	Allow 5c net to 1 catty.
Malwa New	\$1100 to
Malwa Old	\$1190 to
Malwa Older	\$1270 to
Malwa V. Old	\$1340 to
Peruvian fine quality	\$1050 to
Peruvian extra fine	\$1120 to
Patna New	\$1055 to
Patna Old	\$1075 to
Benzene New	\$ to
Benzene Old	\$1045 to

## VESSELS EXPECTED.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Empress of Japan* arrived at Shanghai at 1 p.m. on Sunday, the 3rd Sept., and left at 9 a.m. on Monday for Hongkong, and is due here at 3 p.m. to-day.

**THE ENGLISH MAIL.**  
The P. & O. str. *Simla* left Singapore on the 2nd Sept. at 8 a.m., and is due here on the 7th Sept. about 6 a.m.

**THE GERMAN MAIL.**  
The L.G.M. str. *Bayern* left Colombo on Saturday, the 2nd Sept., at 8 a.m., and may be expected here on Wednesday, the 13th Sept.

**THE AMERICAN MAIL.**  
The P.M. str. *Siberia* leaves Yokohama on the 2nd Sept., and may be expected here on the 13th Sept.

**MERCHANT STEAMERS.**  
The C.P.R. str. *Tartar* arrived at Shanghai at 4 a.m. on Friday, the 1st Sept., and left at 10 a.m. on Sunday, the 3rd Sept., for Hongkong, and is due here at noon to-day.

The O.S.S. & C.M. str. *Tenaka* left Singapore on the 1st Sept., p.m., and is due here to-day.

The J.C.J. Lijn str. *Emma Lyken* left Sourabaya for this port on the 3rd Sept., and is due here on the 10th Sept.

The British str. *Derf Moine*, from London, &c., left Singapore on the 5th Sept., and is due here on the 11th Sept.

The P. & A. str. *Australia*, from Sydney, &c., left Port Darwin on the 28th Aug. for Manila and Hongkong.

The str. *Satsuma* sailed from New York on the 5th Aug.

The str. *Lothar Castle* left New York on the 5th Aug. for China and Japan.

The P. & A. str. *Nicomedia* left Port Land on the 17th Aug., and is due here on the 10th Sept.

**STEAMERS PASSED THE CANAL.**  
August 11th—*Polynesien*, *Tenaka*, *Longor*, 15th—*Bentacres*, *Montrose*, 18th, 19th—*Kai-*

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Bank—		
Hongkong & Shanghai	\$125	\$890, buyers
National B. of China	25	\$38, buyers
Bell's Asbestos & A.	12 1/2	\$7, buyers
China-Borneo Co.	\$12	\$11.75
China Light & P. Co.	\$10	\$10
China Provident	\$10	\$9.
Cotton Mills—		
Kwo	Tls. 50	Tls. 50.
Hongkong	Tls. 10	\$13, sellers
International	Tls. 75	\$13.57, buyers
Loan Kong Mow	Tls. 100	Tls. 225, buyers
Soychew	Tls. 500	\$8
Dairy Farm	\$0	\$17, sales
Docks and Wharves—		
Farnham, H. & Co.	Tls. 100	Tls. 145.
H. & K. Wharf & G.	\$50	\$84, buyers
H. & W. Dock	\$50	\$195, sellers
New Amoy Dock	\$63	\$17, buyers
Shai & H. Wharf	Tls. 100	Tls. 124.
Swanwick & Co. Geo.	\$25	\$28.
P. Island Cement	\$10	\$25, buyers
Hongkong & C. Gas	\$10	\$15, buyers
Hongkong Electric	\$10	\$15, buyers
Do. New	\$5	\$9, buyers
H. H. L. Tramways	\$100	\$215, buyers
Hongkong Hotel Co.	\$50	\$150.
Hongkong Ice Co.	\$25	\$237, sellers
Hongkong Kops Co.	\$50	\$152.
H'kong S. Waterboat	\$10	\$14, buyers
Insurance—		
Canton	\$50	\$340, sellers
China Fire	\$20	\$84, sales & buy.
China Traders	\$25	\$81.
Hongkong Fire	\$50	\$355, sales & sel.
North China	\$25	\$15.52
Union	\$100	\$770, buyers
Yangtze	\$50	\$172.
Land and Building—		
Hongkong Land	\$109	\$128, sellers
Humphrey's Estate	\$19	\$121, sales & sel.
Kowloon Land & B.	\$30	\$40.
Shanghai Land & B.	Tls. 60	Tls. 122.
West's Building	\$50	\$55, sales
Mining—		
Chunbunages	Fen. 50	\$490.
Kauhs	19/10	\$31, buyers
Philippine Co.	\$10	\$94, sellers
Refineries—		
China Sugar	\$100	\$231.
Luzon Sugar	\$100	\$25, sellers
Steamship Companies—		
China and Manila	\$25	\$20, sellers
Douglas Steamship	\$50	\$35, sellers
H. Canton & M.	\$15	\$24, buyers
Indo-China S.N. Co.	\$10	\$63, sales
Shell Transport Co.	\$1	\$15, buyers
Do. Preference	\$10	\$8, buyers
Star Ferry	\$10	\$33, sellers
Do. New	\$5	\$25, buyers
Shanghai & H. Pteing	\$50	\$50.
South China M. Post	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$5.
Do.	\$5	\$74, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$35.
Powell & Co. Wm.	\$10	\$114, buyers
Watkins	\$10	\$7, buyers
Watson & Co. A. S.	\$10	\$14, buyers
United Asbestos	\$4	\$9, buyers
Do. Founders	\$10	\$100.

## VERNON &amp; SMITH, Brokers.

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Alhambra	\$200	\$100.
Bank—		
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Cotton Mills—		
Kwo	Tls. 50	Tls. 50.
Hongkong	Tls. 10	\$13, sellers
International	Tls. 75	\$13.57, buyers
Loan Kong Mow	Tls. 100	Tls. 225, buyers
Soychew	Tls. 500	\$8
Dairy Farm	\$0	\$17, sales
Docks and Wharves—		
Farnham, H. & Co.	Tls. 100	Tls. 145.
H. & K. Wharf & G.	\$50	\$84, buyers
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Shell Transport Co.	\$1	\$15, buyers
Do. Preference	\$10	\$8, buyers
Star Ferry	\$10	\$33, sellers
Do. New	\$5	\$25, buyers
Shanghai & H. Pteing	\$50	\$50.
South China M. Post	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$5.
Do.	\$5	\$74, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$35.
Powell & Co. Wm.	\$10	\$114, buyers
Watkins	\$10	\$7, buyers
Watson & Co. A. S.	\$10	\$14, buyers
United Asbestos	\$4	\$9, buyers
Do. Founders	\$10	\$100.

## HONGKONG TIDE TABLE.

From 6th to the 12th September.  
To correct Zone Time add 23 min. and 13 sec.

High Water.	Low Water.
Sept. 6	Sept. 6
Sept. 7	Sept. 7
Sept. 8	Sept. 8
Sept. 9	Sept. 9
Sept. 10	Sept. 10
Sept. 11	Sept. 11
Sept. 12	Sept. 12

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 5th September.

Previous Day	On Date	On Date
at 4 p.m.	at 4 p.m.	at 4 p.m.
Barometer	29.77	29.88
Temperature	83	84
Humidity	83	79
Wind Direction	SE	E
Force	4	3
Weather	u	c
Rain	—	—
Highest open air temperature on 4th	85	85
Lowest open air temperature on 4th	78	78
Messrs. Falconer & Co.'s Barometer, 5th Sept.		
Barometer 9 a.m.	29.30 Therm. (Wetbulb) 9 a.m.	80
Barometer 1 p.m.	29.79 Therm. (Wetbulb) 1 p.m.	79
Barometer 4 p.m.	29.75 Therm. (Wetbulb) 4 p.m.	79
Thermom. 9 a.m.	82 Therm. Maximum	88
Thermom. 1 p.m.	84 Therm. Minimum	over
Thermom. 4 p.m.	88 night	72

## WHITE HORSE CELLAR WHISKY.

PRICE	PER CASE	PRICE	PER CASE
1 Doz.	\$14.00	1 Doz.	\$14.00
1 Doz.	\$14.00	1 Doz.	\$14.00

## THE NOTED BRAND OF THE OLD COACHING DAYS.

SOLE AGENTS:  
LANE, CRAWFORD & CO.  
Hongkong, 6th April, 1905.

## NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"JASON."  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 6th September.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th September will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th September, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 31st August, 1905. [9-10]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

"GREGORY APCAR,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the steamer.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from the steamer, as the discharge will be delayed at the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 4th September, 1905. [2069]

## FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SLAVONIA,"  
Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the steamer.

Optional Cargo will be forwarded unless notice to the contrary is given before 10 a.m. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten